

Imperial Penny Postage for the first year. I always maintained that it would not involve an expenditure of 25,000*l.* Yet I am content with the official estimate. I at once set about to find means to save or make the sum thus required to establish Imperial Penny Postage, although I could not hide from myself the fact that the sum in question was about the price paid for a single picture for the National Gallery, and that the cost of a single warship would defray the expense of Penny Postage for about ten years. (Loud cheers.) A good warship now costs 750,000*l.* Warships protect our commerce; cheap postage creates it; and we can well afford both.

I had already exposed the Post Office Stationery Contract by which the contractor had been pocketing 60,000*l.* a-year *above a fair profit*, and he had under pressure consented to take 40,000*l.* a-year less, but this did not count in official eyes. I have also pointed out two other ways of saving the amount.

THE CALAIS-BRINDISI SCANDAL.

First, I exposed the infamous bargain under which the French and Italian Governments, while charging us 100,000*l.* a-year, or 1*d.* per letter, for carrying our Indian and Australian mails between Calais and Brindisi, were allowed to get the work done by their railway companies for 40,000*l.*, and to pocket the balance of 60,000*l.* Our brilliant postal manage-